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12 Bottles.

B.—VINTAGE, superior quality. Red Capsule ... \$14.40

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E.—One of the Finest VINTAGES in the Market. Gold Capsule ... 30.00

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Small quantities are supplied at proportionate wholesale rates.

## A. S. WATSON &amp; CO., LIMITED,

ESTABLISHED 1841.

[20]

## MARRIAGES.

On the 4th July, at Shanghai, Mr. H. FEER, interpreter attached to the French Consulate-General at Shanghai, to Mademoiselle MARIE LOUIS, daughter of the late Lieutenant-Colonel JEAN EMILE OLIVIER.

On the 5th July, at the English Church, Odessa, by the Rev. Arthur Stevens, JOHN DILL ROSS, only son of the late Captain John Dill Ross, of Singapore, to ELLEN MARSHALL, youngest daughter of J. F. H. THURMANN, Esq., of Odessa, and formerly of Shanghai.

## DEATH.

At Vladivostok, on the 20th July, SARAH JANE HAZEL (YOUNG), the wife of Dr. JAMES A. GREGG, medical missionary, Kirin.

## The Daily Press.

HONGKONG, August 22nd, 1900

QUESTIONS in Parliament are generally very useful, as they almost invariably elicit a modicum of information on the points dealt with; but sometimes Ministers, for no apparent reason, appear to exhaust their ingenuity in trying how to make their replies colourless and useless. In such a matter as dock construction in the coaling stations, for instance, what possible good is to be gained by trying to conceal the progress of the work? Yet the Government are as taciturn on the point as though the revelation would affect the welfare of the Empire, or place in peril the fortresses in which the works are being erected. When Viscount SIMON addressed a question on this head to the Government in the House of Lords, on the 17th ultimo, the Earl of ROSEBURY, who answered for the Admiralty, simply vouchsafed the information that the main works in connection with the Hongkong Dockyard extension were in process of construction, but they could not be completed until further progress had been made with the reclamation. His lordship did not add, though it would have been interesting, that the said reclamation, though decided upon more than three years ago, and a vote taken for it, is still practically imperceptible, so little progress has been made with it, and that the Naval Yard Extension, though now fairly commenced, is still in its most elementary stages. The Civil Authorities, as represented by the Colonial Office, are painfully slow in resolving upon a thing, and the local Government is scarcely more expeditious in carrying it into effect; the

War Department, as represented by the Royal Engineers, move with the pace of a tortoise; but the Admiralty certainly take the palm easily for laborious crawling, and it is truly marvellous that they ever get any work accomplished. Snail-like as their pace is, however, they get there eventually, and the work done is good, solid, and lasting. We have to thank the Naval Authorities for a most pleasing improvement just effected in the Queen's Road, just beyond the City Hall, where the thoroughfare has been doubled in width, and the line of trees that formerly edged the road now runs along the centre. The corners have been trimmed off, and the Military Parade Ground, formerly a sloping patch of gravelly desolation, is now a level stretch of green turf, whereon Thomas Atkins can take his exercise or drill in comfort and satisfaction.

It is intended to continue this boon by widening the Queen's Road for some distance, and to set back the buildings in the Royal Naval Dockyard. It is true, as we said, that the work does not show for much—the Admiralty, like the Chinese, hasten slowly—but we shall get the improvement in the coming century. And so with the reclamation. As the years roll on, the area of dry land along the Naval Yard foreshore will widen and show up, and some day the dock will be finished and no doubt opened with the customary ceremonies. The contractors have recently purchased a large strip of land on the shore near Kowloon City, where they intend to make huge concrete blocks, to use for this work. The Military will, when their new prison is built—they have prepared a site and enclosed it in a massive brick wall—vacate the old building they are kindly allowed to occupy still, and the block occupied by the Royal Artillery as married quarters will also be given up soon, for new quarters have at last been erected on the Kennedy Road level. It will thus be seen that although progress on the Extension of the Royal Naval Dockyard has been slow and almost imperceptible to the casual observer, some important work has been done, giving ground for hope that at some period during the first decade of the twentieth century the whole scheme will become a great accomplished fact. But the impatient, the energetic, and those who would see the coaling stations in a proper state of preparedness, must necessarily feel irked by the tardy progress made, especially at a time when political events move with occasionally startling rapidity, and may one fine day find Great Britain unprepared in her fortresses and possibly not up to date with her fleet. It is not a question of funds; the money was voted years ago; it is simply a matter of departmental red tape. The sooner the British Departments of State can get purged of this ancient and most injurious malady, which has for generations afflicted the body politic, the better it will be for the Empire at large.

In the 24 hours preceding noon yesterday there were reported two fresh cases of plague and two deaths.

So far as we can learn no serious damage has as yet been done by the boisterous weather of the last two days, only a few shrubs and palisades having been blown down.

Messrs. Hughes and Hough inform us that the property at Kowloon (Inland Lot No. 549) was sold yesterday afternoon to the Humphreys Estate and Finance Co. at \$1.05 per foot.

The Telegraph Companies issued an Express yesterday to the following effect:—"We are informed that telegrams can no longer be forwarded to Peking by courier from Tientsin, on account of the Boxer movement. They will be forwarded via Chefoo."

At the offices of the Public Works Department on Monday Mr. G. J. W. King offered for competition Shaukiwan Inland Lot No. 393, which contains 2,250 square feet and is subject to an annual rent of \$12. The upset was \$450, and the lot was knocked down to a Chinaman for \$810.

There are at present two naval hospitals at Nagasaki for the reception of wounded and invalided officers and men. One is the Russian hospital, in which there are now five officers and 27 men under medical treatment. The other is the French hospital, temporarily opened in the French convent, in which 90 officers and men are being treated.

Indian Constable (851) Vagser Singh appeared at the Magistracy yesterday charged with assaulting Chang Sung, a coolie in the employ of the Hon. F. H. May, C.M.G. The couple had some words in Garden Road on Saturday afternoon and the constable kicked the coolie in the small of the back. Mr. Hazeland said it was disgraceful that a constable of this colony should be guilty of such conduct, and imposed a fine of \$15, or a month. The fine was paid.

Some commotion was caused on Pedder's Wharf at about half-past six on Monday night by the conduct of a Chinaman—a sampan man. He suddenly seemed to lose his reason and attacked Sergeant-Major Gilbert, of the Royal Engineers, knocking him down and endeavouring to throttle him, at the same time calling out that he would cut the foreigner's head off. He was got away by some bystanders and taken to the Lunatic Asylum, where he had been previously confined.

A new comet has been discovered by Dr. William R. Brooks, Director of the Smith Observatory, Geneva, New York.

The cost of the Spanish war, states a Philadelphia paper, and its sequel up to the close of 1899 is now estimated, roughly, at about \$414,000,000, which includes, however, the \$20,000,000 paid for the Philippines, and the increase of expenditures for shipbuilding and fortifications over those of the years immediately preceding 1898.

The Adjutant-General's office at Washington has issued its list of the organized militia force of the United States, together with the number of men available for military duty, but unorganized. The grand total of organized militiamen in the several states and territories at last report was 106,339. Those unorganized, but available for military duty, aggregated 10,443,142.

On the evening of the 15th instant about 1,000 men turned out for the parade of the Shanghai Volunteer Corps. The units on parade were the Artillery, A. & B. Co's, the Reserves, American, German, French and Japanese Companies, the Naval Brigade, Customs Company, and Ambulance Company. The Light Horse were not present. This is the first occasion on which the French Company had their parade with the British.

The Italian journal *Il Giorno*, published in Rome, says:—"Italy has only one policy to follow in the Chinese question, and that is to accept unreservedly the policy of England and consolidate it." Another paper, *Il Popolo Romano*, says:—"The Chinese crisis has now assumed such a grave phase that a return to the state of things which existed before the revolution is impossible. After order has been restored Russia will, no doubt, have control of Manchuria, and consequently England must be placed in charge of the Yangtze Valley."

A number of young Germans who reside in Honolulu are said to have organized a military company and have offered themselves to the German Government for active service in China. Nearly all have seen service in the German army, and all are subjects of the German Emperor, so it is possible that they will be accepted. The offer was made through the German Consul J. F. Hackfeld, and was sent to the War Department at Berlin. There are about 250 who have pledged themselves to go if they are ordered and they are headed by Caesar Krenzer, who was formerly a sergeant in the German army.

Twenty-two steamships are said to have been chartered by the American and German governments to carry troops, stores and war material to China, says a Washington despatch to a Philadelphia Journal. Seven were chartered by the United States and the remaining fifteen by Germany. The *California*, *Victor*, *Pak*, *Leviathan*, *Strathgyle*, *Belgian King* and *Thyia* were chartered by the U.S. Government and the German steamships *Rhine*, *H. H. Meier*, *Gera*, *Dresden*, *Kalle*, *Aichen*, *Cresfeld*, *Batavia*, *Phanicia*, *Boemia* and five others by the German Government. A number of the German steamers, when they reach America, will be ordered to the Pacific Coast in ballast, whence they will take supplies for the German army in China. The Germans, according to reports, have purchased war supplies for their army in the United States amounting to over \$2,000,000.

Mr. R. T. Head, who went recently from a post at Messrs. Douglas Lapraik's as Reuter's correspondent at the front, writing on the 5th inst. to a friend in Kobe, says:—"I have been in bed (like scores of others) for the last eight days with dysentery—bad chow and worse water—solution of Boxer. . . . Doctor says he will let me out to-morrow and I hope to be with the troops again by midday to-morrow—don't look forward to the ride with my middle zone in such a disturbed condition. Fortunately there is another Reuter's man here now and we are working together. . . . Have used up two ponies already—using them from daylight to late at night on insufficient and unsuitable fodder breaks them up rapidly. My third is a tough little fellow and I hope he will carry me to Peking. He is a pine white, so have dyed him khaki with Condy's Fluid—most successful—no white mounts allowed at the front, as they draw the enemy's fire immediately. Khaki hardly visible at over 1,000 yards on this dusty bare country. Have not been touched yet, though my pony got hit twice before Tientsin city—he was pretty well played out before that and had to be shot when I got back."

A Japanese seaman is at present in custody charged with attempting to murder a Japanese doctor at 11, Gage Street. He was caught by Sergeant Williamson under the following circumstances. The Sergeant was returning from church on Sunday at noon, and when near Government House he was met by a Chinaman, who informed him that a Japanese who had stabbed another Japanese with a knife was hiding in the grounds. The Sergeant at once began to look round and caught sight of the man dodging about the bushes. He gave chase and ultimately caught him and took him to the Central Police Station. Here the man was searched and a small pocket knife was found upon him. In the meantime the occupants of No. 11, Gage Street, had reported to the officer, and the injured man was brought up to the station and told his story. It was to the effect that he was staying for the time being on the ground floor of No. 11, Gage Street, when the prisoner came in and picked a quarrel with him, ultimately stabbing him on the left fore-arm and head, an artery being cut in each case. The man was sent to the hospital, and the prisoner remanded until Thursday. The prisoner said he intended to disfigure the man but not to kill him.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

LONDON, 20th August, 9 p.m.

## COUNT WALTERSEE STARTS FOR CHINA.

Field Marshal Count Waltersee has departed on his way to take command of the forces in China.

## THE WAR IN SOUTH AFRICA.

LONDON, 20th August, 9 p.m.

## BADEN-POWELL'S REPLY TO DE WET.

Lord Roberts says that General Baden-Powell replied derisively to the Boer summons to surrender and that Commandant De Wet, finding Commando Nek strongly held, changed his route northwards.

## GOOD PROGRESS MADE.

General Baden-Powell, keeping in touch with General Paget, has occupied Waterval. General Hamilton has occupied Oliphants Nek and Magaliesberg, capturing two guns from the Boers.

## MORE BOER SURRENDERS.

General Bullard reports that 684 Boers have surrendered in the Harrismith district.

## REUTER'S SERVICE.

LONDON, 19th August.

## THE CHINA CRISIS.

M. Delcassé, speaking in the Chamber of France's Chinese Policy, emphasized that France and Russia were acting in accord. He said that it was necessary for the Powers to moderate their desires to what all could agree to.

The Emperor William, in presenting a Field Marshall's baton to Count Waldersee, dwelt especially on the Czar's approval of the appointment.

## THE SOUTH AFRICAN WAR.

Reports of big Boer successes are current at Lourenco Marques, but it is impossible to verify them, as the British censorship is very strict.

Commandant De Wet's following is now 7,000.

## THE CRISIS IN CHINA.

## LOCAL MOVEMENTS.

The transport *Nevada* arrived on the night of the 20th inst. from Taku.

## THE FIGHT AT HOSIWU.

## EAST VICTORY FOR ALLIES.

The *Shanghai Mercury's* special correspondent writes on the 9th inst.:—"On the 8th a patrol located the enemy entrenching at Hosiwu, and an attack was arranged to take place on the 9th. [Previous despatches give this date as the 10th August.] The Japanese leading shelled the position, which was occupied without much opposition, the enemy retreating in the form of a rabble, having abandoned four guns. The Cavalry and Artillery were sent in pursuit, assisted by the Bengal Lancers. These came into contact with the Chinese Cavalry, which was routed with heavy losses."

GREAT HEAT, BUT ABUNDANT WATER. The Allies are suffering greatly from the heat. The position at the close of the action necessitated the rearward starting late to-day to join the British and Americans. The headgear of the latter is utterly insufficient for the climate here, and this is causing direful consequences. We have abundance of water, and the conditions for the advance are all favourable.

## MESSAGE FROM PEKING.

A message has been received by cruiser from Peking, dated the 7th, containing reassuring advice.

## CASUALTIES AT YANGTSUN.

The same correspondent wrote on the 6th, after the battle at Yangtsun:—"The comparative smallness of the British casualties is attributed to the instructions that have been issued to advance in exceptionally extended order. The casualties of the Russians were seven killed and nineteen wounded. The Americans had seventy-four killed and 165 wounded. These casualties occurred while the troops were assisting the centre attack. The British casualties were—Welsh Fusiliers, two killed and eight wounded. The Sikhs had twenty-four casualties, including Lieut. Costello, severely wounded. The Punjabs had eight casualties."

## THE STATE OF TIENSIN.

## THE TOWN NOT RUINED.

A conversation which a representative of the *N.C. Daily News* had with a gentleman recently returned from Tientsin to Shanghai has resulted in the learning of many interesting facts in connection with the condition of affairs in the North. Since the taking of Tientsin native city, things have quieted down there considerably. There is, of course, no business in Tientsin, though the banks are doing a little. The report as to the ruined condition of Tientsin are absolutely wrong. A sugar godown was ruined, and in the French Settlement there had been heavy damage, though this last was done by the defenders for the most part to prevent the Chinese from obtaining cover. The Hongkong and Shanghai Bank are doing some small repairs, but they are very little damaged, as to the American Consulate, which was reported to be in ashes, it was hardly injured at all. All the barricades had been cleared away, steamers into horse transports. An attempt and the town has generally been cleared up, so that it presents quite a peaceful and happy appearance.

## REPAIRING THE RAILWAY.

Moreover, there is railway communication with Taku, and three trains a day are running both ways—at 8.0, 12.0, and 4.0. It was not to the credit of the English that this line was repaired and put in working order. They had the splendid opportunity of putting the job under the direction of Mr. Kinder, who could have engaged the necessary staff and coolies, labour, but they put it into the slow and jealous hands of the Royal Engineers, who made so tedious a business of it that finally the work was done by the Russians, and done quickly and with fair efficiency.

## THE ALLIES' QUARTERS.

The taking of the native city practically ended the danger for Tientsin, unless it be true which is not considered likely, that 15,000 Boxers are in the neighbourhood, waiting the depletion of the garrison that they may attack. However, as soon as the shelling—and the looting—had been done, the town settled down into a life almost hum-drum. The troops went into quarters, and it was noticeable that the Russians and Japanese were kept widely apart. The Japanese lived in the Japanese concession, where they had bought Chang Yen-mao's house. The Russian camp was on the railway line about two miles below the railway station, on the left bank of the river. The American troops were in quarters in the British Settlement, while the British were scattered about in different places. Their bluejackets wore on the Band, which was necessary, as they engaged in unloading lighters, and work of that sort. Their position is called "Barfleur Barracks."

## IN THE CITY.

The native city is far from being quiet. It is full of malcontents and Boxers. Major Waller, the distinguished American officer, had one day to empty his revolver in self-defence.

## THE WEIHAWEI REGIMENT.

In connection with the fact that a hundred men of the 1st Chinese Regiment have gone with the force to help pull the guns, while the remainder have remained at Tientsin, the *N.C. Daily News* quotes an observer, who says:—"I think they are good under fire, but I also think they are a most unreliable regiment. They have gone to fight, and they will fight. After this they will look like fiends, and desert with their loot. On the other hand if they are not given an opportunity to fight, they will complain that they are not soldiers and will desert for that reason. I think they are quite unreliable."

## THE TROOPS AT SHANGHAI.

The *Union* (Shanghai) of the 16th inst. publishes the following professed explanation of events connected with the landing of the Indian troops at Shanghai:—"Admiral Seymour was asked to take charge of the defences of Shanghai. He ordered up 3,000 men from Hongkong, but did not inform the Consul till afterwards. They were not opposed to the soldiers coming, but had they been consulted they would have asked the Admiral to wait till the safety of foreigners at the outposts had been assured. So they wired this to their Governments, some of which said that if British troops were sent to Shanghai, they would send troops also. England objected owing to the Viceroy objecting—as he was afraid the arrival of so many troops would cause trouble—so, not wishing to cause complications, said that if she could not send troops alone, then she would not send any. Before England's decision became known, the troops had left. Then the Consul considered it rashness not to let them land, and all sent identical telegrams to their Governments that the British troops should land. We await the reply." The above was of course written before the landing of the troops.

## THE REFUGEES.

## NEWS FROM HUNAN AND SHANSHI.

Messrs. Hatt and Gervell arrived at Shanghai on the 15th from Cheongchow, Hunan. They passed through Changsha. From the latter place there had left two days before Messrs. Kelly, Preston, Clinton and Bruce. These four gentlemen left their station at the suggestion of their Consul, and with the advice and assistance of the native officials. They were accompanied by Hanksow by two native gun-boats and thirty soldiers. The next day after they left a mob broke into the Presbyterian premises at Changteh completely destroying them. The Missionary Alliance promises at Changteh were also looted.

The *Shanghai Mercury* learned that a party of missionaries from Shanai arrived at Hanksow after a journey of the most arduous description. One lady was killed outright, and two other ladies and two children succumbed by the way from injuries inflicted upon them. Eight adults and six children form the party that got through, and the marvel is that after such a journey any should have survived at all.

## THE EUROPEAN REINFORCEMENTS.

## NEWS VIA GERMANY.

The *Oelshaefer's Lloyd* publishes a special telegram, dated Berlin, 15th August, to the following effect:—"Russia has chartered a number of transports sufficient to carry an army of 135,000 men to Vladivostok."

All the Powers, with the exception of France, have now consented to the appointment of Graf von Waldersee to the supreme command of the allied forces in China. France is preparing an answer defining her attitude. On the occasion of the departure of the French expedition to China, M. Loubet, President of the French Republic, made a speech at Marseilles in which he expressed satisfaction that France would be able to participate in the punishment of rebellious China as far as her interests in that country demanded.

All German sailors on board the ships of the German squadron in East Asia whose term of service has expired have received orders to remain at their posts.

In the ship-building yards "Weserwerft," near Bremen, a new protected cruiser of the *Niebo* class was launched to-day and christened *Ariadne*.

## THE CHINESE ATTACK ON BLAGOVESHCHENSK.

The *Kobe Herald* prints some interesting extracts from a letter received in Kobe from a gentleman who was in Blagoveshchensk when the Chinese first attacked the town. The writer dates his letter from Vladivostok:—

I suppose by this time you will know the cause why communication has been interrupted between Blagoveshchensk and this place. I wanted to telegraph to you that Blagoveshchensk was bombarded, but such telegrams were not received at the telegraph station. When I arrived at Blagoveshchensk the city presented the most peaceful aspect and there was nothing whatever to suggest that Blagoveshchensk would soon be a besieged city. The complete faith the citizens had in their neighbors across the border had led to the complete withdrawal of the troops and arms. The city was left defenceless. The withdrawal of the troops left it in fact in a most critical position, and we have only to thank Chinese stupidity and cowardice that we have not had our throats cut and that the city has been sacked. I arrived at Blagoveshchensk on Friday evening, July 13th, and went out on business the next day. I expected to call again on several parties and to leave the city a few days afterwards. On Sunday, July the 15th, at 6 o'clock in the evening, every one was amazed to hear that fire had suddenly been opened upon Blagoveshchensk from concealed trenches on the opposite side of the river. A steamer was just about to leave the city for Hanksow with the remaining 300 soldiers. I was just going on board the steamer, to send off my mail, and the principal street, which faces the river, was crowded with men, women and children, the day being a holiday, when all at once volley after volley from rifle and cannon was fired at us. You can imagine what then ensued. The screams and general panic were horrifying. The people were terror-stricken and rushed madly to the rear of the city. In a quarter of an hour in the principal street not one soul was to be seen. The firing from the Chinese shore increased at this time. Soon after all the rifle and ammunition stores were torn open and young and old began to run themselves with whatever they could get hold of. Residents fought with themselves for the possession of a gun, for the city was left almost as bare of arms as it was of troops. At the hotel where I was staying everybody received a gun and a few cartridges and marched off to the river front, as a Chinese invasion was immediately expected. We were to frustrate any attempt to land. The rifles given out to us were those used in the Crimean War and they are harmless things; however, it was the best the city had. 200 regular soldiers were armed with axes and 500 with guns, and the free citizens formed the whole defence of Blagoveshchensk. A whole night we stood on watch facing the enemy's fire. Evidently the Chinese, although they kept up a steady fire, were more afraid than the Russians and did not try to cross the river. Thanks to the Chinese not being very good marksmen only a few of us were wounded and two killed, and very little damage was done to the buildings. The next day trenches were dug and the city was surrounded with a chain of guards composed of armed residents. All places of business were closed and a good many of the population left the city and went inland, but soon returned, finding out that there was greater danger there than in the city itself.

Of course at such a time there was no talk of doing any business. The city was declared under military law on the 16th, hanging being the penalty for any misdeeds. They kept up a steady fire, were more afraid than the Russians and did not try to cross the river. Thanks to the Chinese not being very good marksmen only a few of us were wounded and two killed, and very little damage was done to the buildings. The next day trenches were dug and the city was surrounded with a chain of guards composed of armed residents. All places of business were closed and a good many of the population left the city and went inland, but soon returned, finding out that there was greater danger there than in the city itself.

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Of course at such a time there was no talk of doing any business. The city was declared under military law on the 16th, hanging being the penalty for any misdeeds. They kept up a steady fire, were more afraid than the Russians and did not try to cross the river. Thanks to the Chinese not being very good marksmen only a few of us were wounded and two killed, and very little damage was done to the buildings. The next day trenches were dug and the city was surrounded with a chain of guards composed of armed residents. All places of business were closed and a good many of the population left the city and went inland, but soon returned, finding out that there was greater danger there than in the city itself.



troops and animal transport was begun. The *Hancock* was put on a dry-dock yesterday. The work of cleaning and scrubbing her will be finished today. After taking on coal she will return to the transport dock and be ready for sea. [The *Hancock* has reached Nagasaki.]

The work of loading the big tramp *Strathgyle* will begin this morning. She has a capacity of 5,500 tons. She is to carry hay and grain and horses. The *Strathgyle* arrived yesterday from Nantao with coal. As soon as she is discharged she will be prepared for a voyage to Nagasaki. She will carry 442 horses to China.

The transport *Meade* will sail on August 1st, carrying the remaining two battalions of the Fifteenth Infantry. The *Hancock* is to carry 500 marines and four battalions of the transport.

The Hamburg-American line has the contract for carrying 5,000 horses that were bought here for Germany, but that company as yet has been unable to charter any vessels. The Pacific Mail Company declined to convert their line has been made to get some of Rosenfeld's colliers, but the United States transport service had an option on those which could be spared from the coal-carrying trade. In addition to this, Uncle Sam is the highest bidder, and ship-owners are holding back to do business with their own Government.

The War Department has been busy in the north, steadily absorbing all available steamers for freight and transport. The *Belgian King*, *Poh Ling* and *Kin Tack* will sail for the Orient from the South.

The Navy Department is looking for sailing tonnage to carry coal to the Orient. There is plenty of coal in Japan, but of a kind of which the navy is not particularly fond. It requires a heavy coal to develop Oregon speed in our boats in the Orient. There are plenty of coasts that can be pressed into service.

The Secretary of War is inquiring for vessels to take troops to China from San Francisco, Tacoma and Seattle within the next sixty days. He has sent urgent messages to the Northern Pacific Railroad, President J. J. Hill of the Great Northern Railway and to C. P. Huntington and J. C. Stubbs of the Southern Pacific and Pacific Mail.

Hill and his Great Northern Railway syndicate have seven or eight steamers running between Seattle and Seattle. The Northern Pacific has four or five steamers in the Oriental trade. Huntington and Stubbs have at least six vessels available for the War Department.

General Shafter is communicating with the above people on behalf of the Secretary of War. At a late hour last night Shafter wired to Washington that the Pacific Mail and Northern Pacific people could within a few days charter to the Government nine vessels. These are as follows:

Pacific Mail—China 1,350 troops; City of Peking, 1,200 troops; City of Sydney, 1,100 troops; Newport, 800 troops; City of Paris, 750 troops; Northern Pacific—Glenado, 900 troops; Tacoma, 800 troops; Victoria, 750 troops; Olympia, 930 troops.

The Northern Pacific Company sold to the Government lately the steamer *Columbia*, which has been taking troops and supplies from Seattle to the Nome country. It is understood that this vessel will be used to take 800 troops to China.

All of the above vessels were chartered by the Government to take troops to Manila in 1898. The *City of Peking* took the First California Regiment to the Philippines in May, 1898. The *Newport* took General Merritt. General Otis went on the *Paris*.

Officials in steamship and overland railroad circles have stated that the Government has made up its mind to send 10,000 troops to China via Pacific Coast ports. Most of the troops will go through San Francisco and Tacoma.

Just what vessels will be chartered at Seattle from Hills' Great Northern Railway is not known yet. It is thought, however, that two steamers, having a capacity of 1,200 troops each, will be engaged. Most of the Hills steamers belong to the Nippon Yusen Kaisha, or Japanese Steamship Company. The Japanese Government has called all of them in to take its troops to China via Taku and Tientsin. Hills has notified Shafter and the Washington authorities.

If there is a lack of vessels at Seattle and Tacoma, it is a certainty that Uncle Sam can get an extra supply of steamships at this port. The coffee shipping season in Central America is about over, and on that account the Pacific Mail will be able to offer other vessels to the Government as transports.

It is estimated that it will take twenty-five trains with an aggregate of 250 passenger cars to convey from the East to this coast the 20,000 troops it is proposed to send to China. The artillery, equipment and supplies necessary for such a large body of men will require the services of many freight trains.

It is understood to be the purpose of the War Department to launch the large volume of freight for the troops equally between Puget Sound and this port. At the same time in its desire to expedite the movement of troops it will send most of them through San Francisco. The fact of the President's reservation being here emphasizes that fact. The various railroad companies across the continent have already reached an understanding on that subject.

## THE RUSSIAN CUSTOMS' TARIFF.

A telegram from Mr. Komura, the Japanese Minister at St. Petersburg, to the Japanese Foreign Office, states that an Imperial Ordinance was issued on the 4th inst. decreeing that, as the affairs in China required special appropriation of money, the Russian Government has been obliged to raise the Customs Tariff on the goods imported into Russia would be raised by between 10 and 50 per cent. The telegram added that the rate of duty on rugs and earthenware had been raised by 30 per cent, and the rate on silk, porcelain, and ivory by 10 per cent. No change has been made in the duty charged on other Japanese goods. The Imperial Ordinance took effect on the 5th inst.

## LATEST STEAMER MOVEMENTS.

The N. P. steamer *Monmouthshire* has arrived at Yokohama and sailed for Portland (Oregon) on the 19th inst.

The O. & O. steamer *America* from, with mails, left from San Francisco to the 3rd inst. via Honolulu, and arrived at Yokohama, and will leave for this port on Thursday, 23rd inst., at daylight.

The N. P. steamer *Victoria* has arrived at Yokohama, and sailed for Tacoma on the 21st inst.

HAIR PRESERVED AND BEAUTIFIED. The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which closely resembles the oily matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and averts, strengthens the hair, and for children it lays the foundation of a luxuriant growth. Also in a golden color for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London. [1492-1]

## THE SAILORS AND SOLDIERS' CHINA RELIEF FUND.

A LADIES COMMITTEE—EXISTENCE OF AN OLD FUND.

With regard to the above Fund which we closed a few days ago, we have been asked to devote a portion of the money to providing the sick and wounded at the front with various comforts. We learn that a number of ladies approached Mrs. Gascoigne to ask her to form a Working Committee, who could make various articles of clothing and sundry things for the use of the sick and wounded English soldiers and sailors. As the China Field Force is thoroughly equipped, and every attention is being paid to the requirements of the men, having regard to the gross hot weather in the north and the severity of the approaching winter, there is really little for such a Committee to do. But while the War Office provides the essentials, a Ladies Working Committee can manufacture many little comforts that will be appreciated, especially shawls and pyjamas for hospital patients.

Mrs. Gascoigne at once kindly consented to form such a Committee, and H.E. Major-General Gascoigne promised a cheque of \$100 for purchasing materials.

We also learn, in confirmation of our previous remarks, that the Fund we commenced is really unnecessary, owing to the fact that there is in existence a Soldiers and Sailors' Families' Fund, which dates its formation from the last China War of 1860. Its sole surviving administrator is, we believe, Mr. Francis, Q.C., and he has already made known the existence of this Fund to H.E. the General Officer Commanding. Mr. Francis was asked to devote a portion of this Fund to provide materials for Mrs. Gascoigne's committee, but unfortunately his Fund is only for a specific object, to help the families of those killed in action and to assist the wounded. As the old Fund is amply sufficient to cover these cases, we were enabled yesterday, with the consent of and on behalf of several of the subscribers to the Fund started in the *Daily Press*, to hand over a cheque of \$75, representing their subscriptions, to Mrs. Gascoigne's Committee. Should that Committee require any further assistance there is still a balance in hand, to be used with the consent of the remaining subscribers, and we feel sure that if necessity arises for even further help the community will generously respond.

## SUPREME COURT.

August 21st.

### CRIMINAL SESSIONS.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

THE ARMED ROBBERY AT MIRS BAY. The hearing of the case against Yan Ti Kin and Yan Wa Chun, who were charged with committing an armed robbery at MIRS Bay, was resumed.

The jurors were Messrs. H. P. Jerrum, Henry Harrow, Vasco Luis dos Remedios, W. F. Muir, C. W. Richards, R. J. dos Remedios, and A. R. Lowe.

The evidence for the prosecution was continued. Yan Wai Kwai said he was a fisherman living at a place called Samsai at Sai Tan Kok. He was one of the two men employed by Lo Hop to row him to Sha U Chung. They started from Sha Tan Kok at daybreak. The other boatman with him was Chi Ngan. When they had rowed some distance it came on to rain and Lo Hop put his umbrella up. Between seven and eight o'clock they were near a place called Tai Mai Sha, and he saw a boat coming towards them from the mainland. He thought it was a fishing boat at first. He saw there were two men rowing. Before they came alongside his boat two other men suddenly jumped up. One of them called out to him with a revolver in his hand. He fired twice. The men then came on board and seized hold of Lo Hop's queue. Lo Hop was told to take off his girdle. He did so, and then witness saw some bank notes, which one of the robbers took. He identified the prisoners as the robbers. The first prisoner came on board afterwards, and was the man who cut the bamboo on his ears. He had known the second prisoner for the last two years. He heard people say that the first prisoner was the younger brother of the second prisoner. After taking the bank notes from the prosecutor the prisoners said, "You must have some more money." The prosecutor replied that he had not, but the robbers began to search and a bundle of silver dollars was found in the stern of the boat and placed in the robbers' boat. The prosecutor begged the robbers to give him some money to enable him to get to Hongkong, and ultimately they gave him a five dollar bill. Witness told the robbers he and his fellow boatman had been working all morning and had got no pay, whereupon the first prisoner threw some money towards him, but it happened into the sea. The second prisoner had a knife, and with this knife he cut the bamboo from his ears so that he could not get along so quickly. The robbers then went away, rowing towards Tai Fung Tai, opposite Tai Mai Sha. Witness's boat made for the shore and he was staying on the fourth August. Chang Ngan, the messenger, said there was six dollars for him and six dollars for his foki, and the man told him not to say anything about what had taken place the previous day. He and his foki accepted the money. He wished to disclose what had taken place, but he had, however, reported the matter to the prosecutor's friend in Sha Tan Kok, Chang Ngan was a fisherman and owned a small boat. The two men who rowed the robbers' boat were Chang Ngan and Wang Chang Ngan. They used to live in Sha Tan Kok but they had gone away since the robbery. Four or five days after the third of August he was asked to go and point out the robbers' boat and he did so. It belonged to Wong Sam. There were no paper torches on board, but there were some nets. A piece of the deck was broken and he noticed this at the time of the robbery. There were about 20 straw torches in the hold. He also saw them at the time of the robbery. On the prisoners being asked if they had any questions to put, the first one said to the

witness, "You must remember that you are standing on the earth, that above you is the heaven. Look at me again and see if I am one of the robbers?"

Witness replied that he was certain the first prisoner was one of the robbers. He did not know as well as the first prisoner. He thought this took place on the evening of the 6th August.

The Attorney-General said there was only one Chinese constable in the case, and suggested that he should be called, that the witness could say whether he was the man who assaulted him or not.

The constable—So Kwai—was called, but the witness said that he was not the man who struck him.

By way of assisting the prisoners endeavored to have an alibi, and called four witnesses. One of them was Wong See, and he described himself as a gentleman at large, living at leisure and residing at Sha Tan Kok. He said the first he heard of the robbery was when, three or four days ago, a police-officer asked him to go before an officer at Sha Tan Kok to say a few words.

His Lordship informed him that it was on the 11th August, ten days ago, when the second prisoner gave him name to the Magistrate as a witness for him.

Witness replied that he did not know why the second prisoner had given his name. He had known the second prisoner for about 20 years. He did not know of anything taking place. He did not know of anything taking place on the 3rd August. He left his house at eight o'clock, when he went to Cheung Po's house to smoke opium. Cheung Po's house was distant a little over three miles from his house. It only took him a few minutes to get there.

His Lordship—Three miles only took him a few minutes? Witness replied that it took him about half-an-hour to get there. It was not quite half-an-hour, but it was not long. The police people were just about to get their breakfasts. He had smoked opium for some years. Among those he saw at Cheung Po's house smoking opium was the second prisoner. Witness stayed there until 12 o'clock. The second prisoner went away first. He was sure this was on the 3rd August, because he was there every day.

His Lordship—That is no reason why he should remember it was the 3rd of August. Witness said he heard a good many days ago that the second prisoner had been arrested. He did not hear what he was arrested for, nor did he enquire, as it was a matter which did not concern him.

The prisoners were found guilty, and the first was sentenced to nine years' hard labour, and the second to seven years' hard labour, both to receive 20 strokes with the birch rod. Two of the prisoners' witnesses were sentenced to three months' hard labour for perjury.

## REVIEWS.

*The Siege of Ladysmith.* By R. J. McHugh.

London, George Bell & Sons. Mr. McHugh is one of the *Daily Telegraph's* correspondents in the South African War. He was shut up in Ladysmith with Sir George White during what he calls "all those 120 weary days," and few indeed are the points which escaped his attention. Hard was the lot of correspondents at times, for a watchful censor rigidly performed his duties upon their messages, and then the Kaffir runner would let himself be caught or return afraid. "But the most effective stopper of Press messages yet discovered," says Mr. McHugh on November 29th, "is Col. Mapleton, R.A.M.S., commanding the hospital camp at Intombi Spruit. It became a passion with the worthy doctor to make a collection of war correspondents' despatches. For nearly a fortnight he captured every message we sent out, and when he had got a whole bagful of them, and officers' and privates' letters that we had undertaken to try and send to Estcourt or Maritzburg, he sent the entire lot back to the General." Doubtless the authorities did well to be careful, but the action chronicled above looks rather underhand and disingenuous. The reading public, however, has not been deprived of Mr. McHugh's writings, and they will be found well worth perusal even now, when Peking has so largely obliterated Ladysmith in the public memory.

*My Diocese during the War.* Extracts from the Diary of the Rt. Rev. ARTHUR BAYNES, D.D., Bishop of Natal. London, George Bell and Sons.

Mrs. Baynes is published at the instance of Miss Baynes, sister of the Bishop of Natal, and in the interests of her brother's diocesan fund. The diary from which the extracts were taken was mainly written between the months of September and April last in Maritzburg and Frere Camp. The Bishop proves himself a very amiable and commonsense observer and chronicler, and the volume is interesting as a simple record of what an "outsider" could see of the struggle going on all around him. With the facts the reader will often be quite familiar, but the author's way of putting them, far removed from the more technical and sophisticated styles of the war-correspondents, will make his book a not unwelcome variety in war-literature.

*Where the Shoe Pinches.* By Mrs. L. T. MEADE and CLIFFORD HALIFAX, M.D. London, George Bell & Sons.

Mrs. L. T. Meade has, it is a well-known fact, a wide circle of readers, whom her industry keeps supplied with the literature for which they ask. Our acquaintance with the lady's writings is not sufficient for us to judge what is her normal style. With regard, however, to *Where the Shoe Pinches*, we may safely say that we do not feel encouraged to extend that acquaintance. The stories in the book are supposed to be the experiences of a busy medical man among the people of London—Dr. Halifax, we suppose, supplying some of the necessary local and technical colour. The authors would apparently have us believe that the poor are usually beautiful and virtuous and talk stilted English. The few exceptions are very disreputable and their language is less precise—but even then refrain from soiling the pages of Mrs. Meade and Dr. Halifax with any low expressions. This would figure well on the boards of the Adelphi Theatre, for they have no shadow of resemblance to living persons.

## THE HONGKONG HOTEL COMPANY, LIMITED.

The following is the report of the board of directors to be presented at the ordinary meeting of shareholders to be held at noon on Tuesday, the 28th August.

Gentlemen,—In accordance with Section 56 of the Articles of Association, the Directors now beg to submit their Report for the half-year ended the 30th June, 1900.

### ACCOUNTS.

The Profit on Working Account for the six months amounted to \$100,796.98, as compared with \$99,302.62 for the corresponding period of 1899, being an increase of \$1,494.36 for that half-year, and of \$29,739.38 for same period of 1898.

The Profit and Loss Account, including the sum of \$255.33 brought forward from 31st December, 1899, shows a credit balance of \$94,794.71, which your Directors propose to appropriate as follows:—

To pay a Dividend of 8 per cent. for the half-year, absorbing \$48,000.00  
To write off from value of furniture and fixtures \$20,000.00  
To set aside against repairs and renewals \$10,000.00  
To transfer to Reserve Fund \$15,000.00  
To carry forward to New Account \$1,794.71

\$94,794.71

The wear and tear, consequent on the increase in the Company's business, renders it necessary to make ample provision for depreciation in the furniture, which, moreover, owing to the general rise in prices for manufactured goods, can only be replaced at a higher figure.

The Company's business continues to progress satisfactorily, but in some departments want of space must necessarily check much further expansion.

DIRECTORS.  
Messrs. W. Parfitt and R. C. Wilcox retire by rotation, but offer themselves for re-election.

AUDIT.  
The accounts have been audited by Messrs. W. H. Potts and W. H. Gaskell, whose report is recommended.

R. CHATTEWORTH WILCOX, Chairman.  
Hongkong, 20th August, 1900.

### BALANCE SHEET, 30TH JUNE, 1900.

LIABILITIES.	\$	c.
Capital—		
1000 shares of \$50 each (fully paid-up)	50,000.00	00
1,000 mortgage debentures, \$50 each	50,000.00	00
Less 550 ditto not issued	27,500.00	00
Accounts payable	18,607.74	
Unclaimed dividends	3,780.50	
Reserve fund	45,000.00	
Profit and loss account	94,794.71	
	\$987,182.95	

### ASSETS.

Value of land and buildings as per last report—	\$	c.
Mortgage Lot No. 5, and remaining portion of Marine Lot No. 3	372,945.60	
Remaining portion of Marine Lot No. 7	368,103.20	
Praya Reclamation	22,431.02	
	763,480.82	

Value of furniture and fixtures as per last report—	\$	c.
Less written off, as recommended in last report	15,000.00	
	123,454.73	
Since added—	26,818.77	
	150,273.52	

Shares in public companies—	\$	c.
Stocks of wine, provisions, household sundries, coal and stationery	26,127.21	
Licenses attaching to 31st December, 1900	1,697.18	
Fire insurance to 31st December, 1900	11,862.85	
Accounts receivable	13,190.00	
Sundry sundries	10,929.82	
Hongkong and Shanghai Banking Corporation	3,811.90	
Hongkong and Shanghai Banking Corporation	484.89	
Cash in hand	282.81	
	\$987,182.95	

### P. OFT AND LOSS ACCOUNT FOR THE SIX MONTHS ENDING 30TH JUNE, 1900.

Dr.	\$	c.	Cr.	\$	c.
To balance brought forward	320.92				
To rates	2,940.50				
To balance of interest on debentures (\$255,000 at 5 per cent.)	6,750.00				
To directors' and auditors' fees	3,200.00				
To fire insurance	1,262.85				
To Crown rent	484.89				
To repairs and renewals	933.24				
To balance, to be appropriated as follows:—					
To set aside against repairs and renewals	10,000.00				
To write off furniture and fixtures	20,000.00				
To dividend of 8 per cent.	48,000.00				
To reserve fund	15,000.00				
To carry forward to new account	1,794.71				
	94,794.71				
	\$110,596.11				

### REPAIRS AND RENEWALS ACCOUNT.

Dr.	\$	c.	Cr.	\$	c.
By balance of 31st December, 1899	66,255.33				
Less dividend at 10 per cent.	6,625.53				
Less transfer to reserve fund	15,000.00				
Less written off furniture and fixtures	15,000.00				
	30,000.00				
By rents of shops and offices, new building	2,965.00				
By rents of shops and offices, old building	6,090.40				
	9,055.40				
By dividends on shares	467.00				
By bad debts recovered	10.50				
By scrip and transfer fees	11.00				
By profit on hotel working account for six months ending 30th June, 1900	100,796.98				
	\$110,596.11				

### EXPORT CARGO.

Per P. O. steamer *Malta*, sailed 18th August. For London—50 bales waste silk opt. Manchester. 75 bales raw silk, 4 cases silk. For Lyons—400 bales raw silk. For Marseilles—40 bales raw silk, 330 bales waste silk.

Per steamer *Albany*, sailed 11th August. For New York—5 cases yang yang, 22 cases Chinaware, 25 cases bristles, 33 bales rattanware, 35 cases human hair, 45 cases paper, 100 cases soy, 100 cases Saigon cassia, 120 bales rattanware, 126 bales cassia, 131 cases nut oil, 164 cases Essential oil, 308 bales split bamboos, 350 bales broken cassia, 378 cases blackwoodware, 500 cases cassia, 1,960 pkgs. merchandise, 4,838 pkgs. crackers.

### HOTEL.

#### RAFFLES HOTEL, SINGAPORE.

#### SITUATION UNSURPASSED.

The Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

#### CURRIEN A SPECIALITY.

Every Room Comfort. Electric Lights throughout the Hotel. Electric Bells. Electric Fans. Terms Moderate.

#### SARKIES BROTHERS, Proprietors.

Hongkong, 16th August, 1900.

## DAIRY OF THE CRISIS.

May 21.—Joint Note from the Ambassadors at Peking calling the attention of the Chinese Government to the Boxer troubles.

May 27.—Boxers burn station on the Lu-Han line.

May 28.—Boxers burn stations between Peking and Maotungfu. Belgian engineers and

mandarins start from Peking to cut their way to Tientsin. Pongtai station and works burnt. Railway communication with Peking interrupted.

May 29.—Communication with Peking restored.

May 30.—Guards for Peking Legations commenced arriving at Tientsin.

May 31.—First detachment of guards go up by rail to Peking in the afternoon from Tientsin.

June 1.—Supposed incendiary at Tientsin.

June 2.—Murder of Revs. Norman and Robinson. Paoiating refugees reach Tientsin.

June 3.—Railway intercourse between Peking and Tientsin finally destroyed.

June 7.—Large allied force lands at Taku.

June 9.—Detailed message from Sir C. Macdonald to Consul Warren at Shanghai.

June 10.—Admiral Seymour starts with 800 allied troops for Peking. Telegraphic communication with Peking ceases.

June 11.—Murder of Japanese Chancellor at Peking.

June 13.—Baron von Ketteler, German Ambassador at Peking, murdered. Rioting at Yunnanfu.

June 14.—Fighting outside Austrian Legation at Peking. Admiral Seymour out off.

June 15.—Hinsang leaves Hongkong with 600 men from Hongkong Regiment and Asiatic Artillery. Chapels in Tientsin native city burnt.

June 16.—Terrible takes 300 Wokti Fusiliers and Engineers from Hongkong.

June 17.—Taku Forts attacked and captured by allied warships. Chinese bombardment of Tientsin begins.

June 19.—Admiral Seymour reaches a point 25 miles from Peking, but is compelled to retreat.

June 21.—Terrible reaches Tongku. First Legation (Austrian) at Peking captured by Kanu troops.

June 22.—Two attempts to relieve Tientsin fail.

June 23.—Successful third attempt to reach Tientsin. Chinese remain in force in the neighbourhood.

June 24.—All Legations at Peking destroyed except British, French, and German.

June 25.—First Indian transport starts for China.

June 26.—Admiral Seymour relieved and back in Tientsin.

June 29.—Message from Sir R. Hart reaches Tientsin.

July 1.—Condition of Peking reported desperate.



## NEW ADVERTISEMENTS

## CRICKET.

**FIXTURES REQUIRED** with Local Teams for coming Season.  
Address—  
**E. WISDOM,**  
Hon. Secretary,  
H. M. S. Tennis,  
Hongkong, 22nd August, 1900. [2248]

## THE REGISTRATION OF TRADE MARKS ORDINANCE, 1900.

APPLICATION FOR REGISTRATION OF TRADE MARK.

**NOTICE** is hereby given that JOHN OLIPHANT has, on the 25th day of June, 1900, applied for the Registration, in Hongkong, in the Register of TRADE MARKS, of the following Trade Marks:—(1) The word "Lifeboy" and the picture of a man holding up a Lifeboy, with the words "For saving life" and "For preservation of health"; (2) The word "Lux" and the picture of two figures and a tub, one figure holding up a looking glass and the other reclining; and (3) The word "Lifeboy" in the name of LEVER BROTHERS, Limited, who claim to be the proprietors thereof.

The Trade Marks are intended to be used by LEVER BROTHERS, Limited, forthwith in respect of the following Goods in Class 47: Candles, Common Soap, Detergents, Starch, Blue and all Goods included in Class 47. Specimens of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.  
Dated the 20th day of August, 1900.  
**DENNIS & BOWLEY,**  
Solicitors for the Applicant.

## PRELIMINARY NOTICE.

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by public Auction, FOR ACCOUNT OF THE CONCERNED, ON **TUESDAY,** the 28th August, 1900, at 2.30 P.M., at No. 9, MOUNTAIN VIEW, PEAK, THE WHOLE OF THE HOUSEHOLD FURNITURE contained therein.  
TERMS—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 22nd August, 1900. [2249]

## PUBLIC AUCTION.

**TO** be Sold by Public Auction, on **THURSDAY,** the 30th day of August, 1900, at 3 P.M., at his Sale Rooms.  
The following Valuable Property, situate in rear of "Bentley," Robinson Road, Victoria, Hongkong, and intended to be registered in the Land Office as sections B, C and D of Inland Lot No. 712.  
The above will be offered in three Lots, Lot No. 1 containing 4,981 square feet, Lot No. 2, 3,040 square feet, Lot No. 3, 3,421 square feet, more or less, and are suitable for building purposes.  
Terms of sale and full particulars can be had on application to—  
**GEO. P. LAMMERT,**  
Auctioneer, or to  
**DENNIS & BOWLEY,**  
Solicitors for the Vendor.  
Hongkong, 22nd August, 1900. [2248]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**  
FOR MANILA.  
**THE** Company's New Steamship  
Captain A. Ramsey, will be despatched as above on **TUESDAY,** the 28th inst., at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by the ship. She is fitted throughout with Electric Light.  
A doctor is carried.  
For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 21st August, 1900. [2247]

## AUCTION

## POSTPONEMENT.

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction, FOR AND ON ACCOUNT OF THE CONCERNED, **TOMORROW (THURSDAY),** the 23rd August, 1900, at 3 P.M., on the Spot.

**THE FOLLOWING VALUABLE PROPERTY, viz:—**  
Inland Lot No. 910, Yau-mat, divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.  
And  
Inland Lot No. 911, Yau-mat, adjacent to the above, also divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.  
The above will be offered in 34 lots, each of which contains 750 sq. ft., and is suitable for the erection of one Chinese House.  
Terms of Sale and full particulars can be had on application to the Undersigned.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 21st August, 1900. [2191]

## THE FIGHTING AT TIENTSIN.

WE HAVE A SMALL QUANTITY OF PLANS OF TIENTSIN FOR SALE.

PRICE ... 75 Cents each.

**THE** Plans show the latest extensions in the Foreign Settlements at Tientsin, position of the Public Buildings, &c.

Printed by Messrs. JOHN BARTHOLOMEW and Co., Edinburgh.

"DAILY PRESS" OFFICE.  
Hongkong, 17th July, 1900. [1990]

## PUBLIC COMPANIES

## HONGKONG AND SHANGHAI BANKING CORPORATION.

**THE** DIVIDEND declared for the Half-year ending 30th June last at the Rate of ONE POUND AND TEN SHILLINGS PER SHARE OF £100, sterling, per Share of \$125 is PAYABLE on and after MONDAY, the 20th August, current at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.  
By Order of the Court of Directors.  
**H. M. BEVIS,**  
Acting Chief Manager.  
Hongkong, 18th August, 1900. [2240]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE** DIVIDEND of 8 per Cent. per Share and BONUS of 12 per Cent. per Share for the Six Months ending 30th June, 1900, declared at Monday's Ordinary Half-Yearly Meeting, will be PAYABLE at the premises of the Hongkong and Shanghai Banking Corporation on and after TUESDAY, the 21st August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, Praya.  
By Order of the Board of Directors.  
**THOS. I. ROSE,**  
Secretary.  
Hongkong, 21st August, 1900. [2244]

## HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE.

**THE** ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on TUESDAY, the 28th August, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.  
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th August, both days inclusive.  
By Order of the Board.  
**C. MOONEY,**  
Secretary.  
Hongkong, 17th August, 1900. [2229]

## THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

**AN** INTERIM DIVIDEND at the RATE of 5 per Cent. (Two Dollars and FIFTY CENTS PER SHARE), for the Six Months ending 30th June, 1900, will be PAID to those Persons who are registered as Shareholders in the above Company on the 31st August, 1900.  
The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive.  
By Order.  
**EDWARD OSBORNE,**  
Secretary.  
Hongkong, 17th August, 1900. [2228]

## THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE** ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held in the Offices of the General Managers on MONDAY, September 3rd, and not on August 27th as originally advertised, at 4 o'clock P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

## JARDINE, MATHESON &amp; CO., General Managers.

**NOTICE** is hereby given that the REGISTER OF SHARES in the above Company will be CLOSED from MONDAY, August 20th, to the 3rd September (both days inclusive), and not from August 15th to August 27th as previously advertised, during which period no Transfer of Shares can be registered.

## JARDINE, MATHESON &amp; CO., General Managers.

## OLIVERS FREEHOLD MINES, LIMITED.

**IN** accordance with Article VIII, Paragraph 3, of the Articles of Association of the Company, Interest at the rate of 8 1/2 per Annum is being charged on all Unpaid Calls.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 18th August, 1900. [2238]

## TEBRAU PLANTING COMPANY, LIMITED.

**NOTICE** is hereby given that in accordance with Article IX, Paragraph 3, of the Articles of Association of the Company, the following Shares have been forfeited:—  
10701—10800 12650—13185  
11081—11085 14688—14785  
11896—11935 15780—16035  
12136—12385

## JOHN D. HUMPHREYS &amp; SON, General Managers.

## W. B. REWER &amp; CO.

**SOME NEW PICTURES.**  
Our Brothers, from over the Sea, "Engraving" ... \$13.00  
The "Hurdy-Gurdy" "Piano" ... 3.50  
Album "Minded" "Piano" ... 3.50  
**NEW BOOKS AND NEW EDITIONS.**  
A Sportswoman in India, by Isabel Savory ... 4.50  
New Volume Academy Pictures, 1900 ... 4.50  
Russia on the Pacific and the Siberian Railway, by Vladimir ... 9.00  
Chinese Characteristics, by Smith ... 3.60  
The Real Chinaman, by Holcombe ... 4.50  
Templeton's Work-Shop Companion (Modernized) ... 3.50  
Macaulay's Essays ... 1.50  
Westward Ho, by Kingsley ... 35  
A Bed for Horace, by Gay Booby ... 35  
Lord Edward Fitzgerald, by Bodkin ... 1.50  
Little Anna Mark, by A. E. Green ... 1.25  
A Bank Outfitter, by N. Gould ... 75  
Let us Forget Them ... 75  
23 & 25, Queen's Road, Hongkong. [31]

## TO LET.

## TO LET, WITH IMMEDIATE POSSESSION.

**A** SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of Third Floor, PRINCE'S BUILDINGS.  
Apply to—  
**S. J. DAVID & CO.**  
Hongkong, 16th July, 1900. 1945

## TO BE LET OR SOLD.

**TWO** FINE SEMI-DETACHED HOUSES on the PEAK ROAD, nearing completion. The Houses command a splendid view, and are thoroughly well appointed and fitted up for Electric Light.  
Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LIMITED.**  
Hongkong, 15th August, 1900. 1871

## TO LET.

**NOS. 134 and 136, QUEEN'S ROAD EAST,** now in the occupation of the Royal Naval Seamen's Club.  
Apply to—  
**LINSTEAD & DAVIS.**  
Hongkong, 13th July, 1900. 1864

## "THE EYRIE."

**A** THE PEAK, close to summit, delightfully cool and healthy, TO BE LET, FURNISHED. Immediate possession can be had. For Particulars, apply to—  
**R. C. WILCOX,**  
8, Beaconsfield Arcade, Hongkong, 15th June, 1900. 1757

**SHOP** TO LET—No. 62A, Queen's Road Central, at present occupied by ACERY-LINE GAS CO.  
Apply—  
**G. FALCONER & CO.**  
Hongkong, 7th August, 1900. [2160]

## TO LET.

**FURNISHED BEDROOM** with an English Family at CAINE ROAD.  
Apply to—  
**C.**  
Care of Daily Press Office.  
Hongkong, 20th August, 1900. [2241]

## TO LET.

**"HARFORD,"** MAGAZINE GAP.  
ONE LARGE ROOM (THIRD FLOOR) QUEEN'S BUILDINGS.  
13, PRAYA CENTRAL, Rooms on 2nd Floor.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 19th June, 1900. [61]

## TO LET OR FOR SALE.

**THE VILLA LUCIA, POKFULAM.**  
For Terms, &c., apply to  
**D. MUSSO & CO.,**  
No. 203, Praya, West.  
Hongkong, 14th August, 1900. [2209]

## BOARD AND APARTMENTS at Kowloon for Married or Single.

Apply—  
**"BERYL,"**  
Garden Road, Kowloon.  
Hongkong, 6th June, 1900. 1674

## BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED ROOMS**, with Board.  
Apply to Mrs. MATHER.  
2, Pedder's Hill.  
Hongkong, 1st January, 1892.

## HIRANO NATURAL MINERAL WATER.

**HIRANO MURA, HYOGO-KEN, JAPAN.**  
**BOTTLED** in its Natural Carbonic Acid Gas. Bright, Sparkling and Effervescent. An excellent drink with Wines or Spirits. Price 85.50 per Case of 48 Bins.  
As soon from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestines, diseases of glands, and chronic endometritis.  
**TAI WO & CO.,**  
22, Bank Buildings, Agents for Hongkong.  
Hongkong, 14th August, 1900. [2211]

## SIENTING.

**SURGEON DENTIST**  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 23rd September, 1891. [808]

## MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL.  
Head Office—Tokyo.  
Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.  
AGENCIES:—  
Kobe Coal Mines, Mitsui Coal Mines, Hokoku Coal Mines, Yoshinotani Coal Mines, Onomura Coal Mines, No. 1, Onomura Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manouso Coal Mines, The Osaka Shosen Kaisha, Limited, Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagawa Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Mitsui Cotton Spinning Mills, Onoda Cement Company, Imperial Government Paper Mills, MITSUI BUSSAN KAISHA, M. FUJISE, Manager.  
Hongkong, 19th August, 1899. [27]

## BANKS.

## THE BANK OF CHINA &amp; JAPAN, LIMITED.

**WORKING CAPITAL** over £210,000  
**RESERVE LIABILITY OF SHAREHOLDERS** fully £425,000  
2635,000

## HEAD OFFICE: 36, Nicholas Lane, London.

**BRANCHES:**  
Hongkong, Shanghai, Singapore, Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

**BANKERS:**  
The Bank of England and the Capital and Counties Bank, Limited.  
General Manager—F. C. BISHOP.

## INTEREST ALLOWED.

On Current Accounts ... 2 per cent  
Fixed Deposits (3 months) ... 4  
Do. (6 months) ... 4 1/2  
Do. (12 months) ... 5

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places, Hongkong, 1st May, 1900. 2

## THE MERCANTILE BANK OF INDIA, LIMITED.

**AUTHORIZED CAPITAL** £1,500,000  
**SUBSCRIBED** £1,125,000  
**PAID-UP** £2,562,500  
**RESERVE FUND** £30,000

## BANKERS: LONDON JOINT STOCK BANK, LIMITED.

**INTEREST** allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance. On Fixed Deposits—  
For 12 months ... 4 1/2  
For 6 months ... 3 1/2  
For 3 months ... 3

**J. THURBURN,**  
Manager, Hongkong.  
Hongkong, 24th March, 1900. [20]

## HONGKONG SAVINGS BANK.

**THE** Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
**INTEREST** on deposits is allowed at 3 1/2 per Cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION, to be placed on FIXED DEPOSIT at 4 per Cent. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
**H. M. BEVIS,**  
Acting Chief Manager.  
Hongkong, 26th March, 1900. [18]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

**PAID-UP CAPITAL** £10,000,000  
**RESERVE FUND** £12,000,000  
**RESERVE LIABILITIES OF PROPRIETORS** £10,000,000

## COURT OF DIRECTORS.

**N. A. STEWART, Esq.,** Chairman.  
**R. SHEWAN, Esq.,** Deputy Chairman.  
**E. Goetz, Esq.,** A. J. Raymond, Esq.  
**Hon. R. M. Gray** R. L. Richardson, Esq.  
**A. Hays, Esq.,** P. Sachse, Esq.  
**Hon. J. J. Kewick** H. W. Slade, Esq.  
**D. Meyer Moses, Esq.**

## CHIEF MANAGER: HONGKONG—SIR THOMAS JACKSON.

**MANAGER:**  
Shanghai—J. P. WADE GARDNER, Esq.

## LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.  
On Fixed Deposits.  
For 3 months, 2 1/2 per Cent. per Annum.  
For 6 months, 3 1/2 per Cent. per Annum.  
For 12 months, 4 1/2 per Cent. per Annum.  
**H. M. BEVIS,**  
Acting Chief Manager.  
Hongkong, 18th August, 1900. [17]

## THE NATIONAL BANK OF CHINA, LIMITED.

**AUTHORIZED CAPITAL** £1,000,000  
**PAID-UP CAPITAL** £2,324,374

## HEAD OFFICE—HONGKONG.

**BOARD OF DIRECTORS:**  
**CHAN K. SHAN, Esq.,** D. GILLIES, Esq.  
**CHOW T. SHAN, Esq.,** J. T. LAUREN, Esq.  
**Chief Manager,**  
**GEO. W. F. PLATFAIR.**

Interest for 12 Months Fixed ... 5 1/2  
Hongkong, 23rd March, 1899. [19]

## THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)  
**AUTHORIZED CAPITAL** Yen 5,000,000  
**PAID-UP CAPITAL** Yen 1,250,000

## HEAD OFFICE—TAIPEH, FORMOSA.

**JUTCHI SOYEDA, Esq.,** President.  
Head Office Manager: HIROMI KAWASAKI, Esq.

## BRANCHES AND AGENCIES.

Tokyo, Osaka, Kyoto, Yokohama, Kobe, Nagasaki, Hakodate, Moji, Tainan, London, New York, S. Francisco, Hongkong, Amoy, Shanghai, Tientsin, Newchwang, Chemulpo, Fusan.

## HEAD OFFICE—INTEREST ALLOWED.

On Current Account ... 4 1/2 per annum  
Savings Bank ... 4 1/2  
On Fixed Deposits—  
For 3 months ... 6 per annum  
For 6 months ... 6 1/2  
For 12 months ... 7

Credits granted on approved Securities and every description of Banking and Exchange business transacted.  
Drafts granted on the chief commercial places both in Japan and abroad.  
Further particulars may be obtained on application.  
**HIROMI KAWASAKI,**  
Manager.  
Taipei, 1st August, 1900. [200]

## BANKS.

## THE DEUTSCH-ASIATISCHE BANK.

**PAID-UP CAPITAL** ... Sh. Tael 5,000,000

## HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS: BERLIN.

**BRANCHES:**  
Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschow).

## LONDON BANKERS: Messrs. N. M. ROTHSCHILD &amp; SONS, UNION BANK OF LONDON, LTD.

**INTEREST** allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
**H. SCHOTTLANDER,**  
Acting Manager.  
Hongkong, 8th February, 1900. [45]

## IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.  
**SUBSCRIBED CAPITAL** Shanghai Tls. 5,000,000  
**PAID-UP CAPITAL** " 2,500,000

## HEAD OFFICE—SHANGHAI.

**BRANCHES AND AGENCIES:**  
Canton, Hankow, Chefoo, Peking, Chinkiang, Penang, Chungking, Singapore, Foochow, Swatow, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

## HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.  
**INTEREST** ALLOWED ON DEPOSITS  
At 2 per annum on Current Account daily balances.  
3 1/2 per annum on Fixed Deposits for 3 months.  
4 1/2 " " " 6 " " " " 6 "  
5 " " " 12 " " " " 12 "

**E. W. RUTTER,**  
Acting Manager.  
Hongkong, 2nd February, 1900. [22]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.  
**CAPITAL PAID-UP** £200,000  
**RESERVE LIABILITY OF SHAREHOLDERS** £200,000  
**RESERVE FUND** £252,500

**INTEREST** allowed on Current Account at the rate of 2 1/2 per annum on the Daily balance. On Fixed Deposits for 12 months 4 per Cent. " 6 " 3 1/2 " 3 " 3

**T. E. SANBOM,**  
Acting Manager, Hongkong.  
Hongkong, 23rd May, 1900. [21]

## THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
**CAPITAL SUBSCRIBED** Yen 24,000,000  
**CAPITAL PAID-UP** " 18,000,000  
**CAPITAL UNCALLED** " 6,000,000  
**RESERVE FUND** " 8,000,000

## HEAD OFFICE—YOKOHAMA.

**BRANCHES AND AGENCIES:**  
Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang.

**LONDON BANKERS:**  
THE LONDON JOINT STOCK BANK, LIMITED.  
PARIS: BANK LIMITED.  
THE UNION BANK OF LONDON, LIMITED.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per Cent. per annum on the daily balance.  
On fixed deposits for 12 months 5 1/2 per annum.  
" 6 " 4 1/2  
" 3 " 3 1/2  
" 12 " 3

**S. CHOW,**  
Hongkong Manager.  
Hongkong, 17th April, 1900. [758]

## LEMP'S BEER.

**AMERICA'S FAMOUS LIGHT BEER.**

**SOLE AGENTS** for Hongkong, China and Philippine Islands—  
**ARRATON V. AFCAE & CO.**  
Hongkong, 11th July, 1900. [1052]

## NEW GOODS, PLENTY IN HAND.

**D. NOMA,**  
12, Beaconsfield Arcade, Opposite the City Hall, Hongkong.  
Hongkong, 27th April, 1900. [1786]

## FOREIGN AND COLONIAL STAMP DEALER.

No. 37, ELGIN STREET, HONGKONG.  
Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.  
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.  
**AGENTS WANTED.**  
15 to 25 per Cent Discount Allowed [1838]

## INSURANCES.

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1861.

**CAPITAL** £410,000.  
**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**Wm. MEYERINK & CO.,**  
Agents.  
Hongkong, 18th May, 1900. 1512

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
**BEUTLER, BROCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1897. [9]







## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	CHUSAN	Brit. str.	—	C. T. Denny, R.N.R.	P. & O. S. N. Co.	On 1st Sept. at Noon.
LONDON via SUEZ CANAL	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 6th Sept.
LONDON via SUEZ CANAL	CLAYTON	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	LEONAR	Ger. str.	—	Robinson	BUTTERFIELD & SWIRE	On 18th Sept.
BREMEN, via PORTS OF CALL	WEIMAR	Ger. str.	—	E. Frohn	MELCHERS & CO.	To-morrow, at Noon.
MASSILLON & LONDON	BANGA	Brit. str.	—	G. W. Babet	P. & O. S. N. Co.	Today, at 4 p.m.
MASSILLON &c, via PORTS OF CALL	ERNEST SIMONS	Brit. str.	—	Durando	MESSAGERIES MARITIMES	On 27th inst., at 1 p.m.
MASSILLON & LONDON via MANILA	TEENKAI	Brit. str.	—	Davies	JARDINE, MATHESON & CO.	To-morrow.
MASSILLON & LONDON & ANTWERP, v. S'PORE, &c	KANAGAWA MARU	Jap. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
HAYRE & HAMBURG	SIRIBIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 21st Sept.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAYRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schuler	CARLOWITZ & CO.	On or about 29th Oct.
HAYRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 31st Oct.
NEW YORK via SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 25th inst.
NEW YORK via SUEZ CANAL	INDRAVELLI	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 24th inst.
NEW YORK via SUEZ CANAL	GLENESEK	Brit. str.	—	J. Trubridge	DODWELL & CO., LIMITED	On or about 15th Sept.
VICTORIA, B.C. &c, via SHANGHAI &c	OLYMPIA	Brit. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 8th Sept.
VANCOUVER, via SHANGHAI &c	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 25th inst., at Noon.
PORTLAND, OREGON, &c	AMERICA MARU	Jap. str.	—	W. Watt	DODWELL & CO., LIMITED	On 28th inst.
SAN FRANCISCO via SHANGHAI &c	CITY OF R. DE JANEIRO	Brit. str.	—	Anderson	TOYO KISEN KAISHA	On 11th Sept., at Noon.
SAN FRANCISCO via AMOY &c	COPTIC	Brit. str.	—	St. John George	PACIFIC MAIL S. S. CO.	On 25th inst., at Noon.
SAN DIEGO, &c, via SHANGHAI &c	BEIJIAN KING	Brit. str.	—	Krebs	O. & O. S. S. Co.	On 1st Sept., at Noon.
AUSTRALIAN PORTS	TSINAN	Jap. str.	—	E. Wilson Haswell	BUTTERFIELD & SWIRE	On or about 15th Sept.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	St. John George	NIPPON YUSEN KAISHA	On 24th inst.
AUSTRALIAN PORTS	AILIE	Brit. str.	—	C. H. S. Toque, R.N.R.	GIBB, LIVINGSTON & CO.	On 6th Sept., at 4 p.m.
GERMAN COLONIAL & AUSTRALIAN PORTS	MCCHEN	Ger. str.	—	T. K. Davies	MELCHERS & CO.	On 5th Sept., at Noon.
YOKOHAMA, via NAGASAKI & KOBÉ	ROHILLA	Brit. str.	—	J. Thon	P. & O. S. N. Co.	On or about 1st Sept.
KOBÉ & YOKOHAMA	BINGO MARU	Jap. str.	—	E. G. Andrews	NIPPON YUSEN KAISHA	Today, at 4 p.m.
NAGASAKI, KOBÉ & YOKOHAMA	FUTAMI MARU	Jap. str.	—	E. G. Andrews	NIPPON YUSEN KAISHA	On or about 24th inst.
SHANGHAI & JAPAN	MALACCA	Brit. str.	—	E. Street	P. & O. S. N. Co.	On or about 31st inst.
SHANGHAI	CLYDE	Brit. str.	—	H. Kirschner	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PREUSSEN	Ger. str.	—	S. Asumi	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	H. Nagata	MITSUI BUSSAN KAISHA	On 26th inst., at Daylight.
SWATOW, AMOY & TAIWANFOO	TAMU MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
MANILA	TSINAN	Brit. str.	—	A. Ramsay	BUTTERFIELD & SWIRE	On 24th inst.
MANILA	DIAMANTE	Brit. str.	—	Pennafather	SHEWAN, TOMES & CO.	On 28th inst., at 5 p.m.
CEBU & ILOILO	KAIFONG	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.

## SHIPPING.

**ARRIVALS.**  
 Aug. 20, SAXONIA, German str., 3,326, Jager, Singapore 14th August, General.—SIEMSEN & CO.  
 Aug. 21, EMPRESS OF INDIA, British str., 3,000, O. P. Marshall, Vancouver 30th July, and Shanghai 18th August, Mails and General.—C. P. R. Co.  
 Aug. 21, HINCHIN, British str., 1,135, Klopfer, Shanghai 18th Aug., General.—CHINESE.  
 Aug. 21, NEVADA, British transport, 2,993, G. Jacobs, Taku 14th August.  
 Aug. 21, HERMES, Norw. str., 849, Jensen, Canton 20th Aug., General.—JARDINE, MATHESON & CO.  
 Aug. 21, KASUGA MARU, Japanese str., 2,268, Haswell, Yokohama 24th August, General.—NIPPON YUSEN KAISHA.  
 Aug. 21, TEENKAI, British str., 3,016, Davies, Moji 15th August, General.—JARDINE, MATHESON & CO.

## CLEARANCE.

At the Harbour Master's Office.  
 21st August.  
 Banca, British str., for Singapore.

## DEPARTURES.

Aug. 21, VOLUTE, British str., for Palambang.  
 Aug. 21, UGANDA, British transport, for Calcutta.

## VESSELS IN DOCK.

At the Harbour Master's Office.  
 U.S.S. Monterey, Argus, U.S.S. Iris, Taiwan, Pennsylvania, Amara, On-sang.  
 COSMOPOLITAN DOCK.—Nanshan, Sheffield.

## VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.  
 FOR SWATOW, AMOY, AND TAIWANFOO.  
 THE Company's Steamship.

"ANPING MARU,"  
 Captain S. Asumi, will be despatched for the above ports TO-MORROW, the 23rd inst., at DAYLIGHT.  
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
 Hongkong, 21st August, 1900. 1443

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
 FOR MARSEILLES AND LONDON via MANILA.  
 THE Company's Steamship.

"TEENKAI,"  
 Davies, Commander, will be despatched as above TO-MORROW, the 23rd inst.  
 For Freight, &c, apply to JARDINE, MATHESON & CO., Agents.  
 Hongkong, 8th August, 1900. [217]

CHINA NAVIGATION COMPANY, LIMITED.  
 FOR MANILA.  
 THE Company's Steamship.

"TSINAN,"  
 Captain Anderson, will be despatched as above on FRIDAY, the 24th inst.  
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
 For Passage, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 18th August, 1900. [2102]

CHINA NAVIGATION COMPANY, LIMITED.  
 FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
 THE Company's Steamship.

"TSINAN,"  
 Captain Anderson, will be despatched on FRIDAY, the 24th inst.  
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.  
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 18th August, 1900. [2103]

## VESSELS ON THE BERTH

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
 THE Imperial German Mail Steamship

"PREUSSEN,"  
 Captain H. Kirschner, due here with the outward German Mail about the 21st August, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.  
 MELCHERS & CO., Agents.  
 Hongkong, 18th August, 1900. [8]

NIPPON YUSEN KAISHA.  
 FOR MANILA.  
 THE Company's Steamship

"KASUGA MARU,"  
 (3,800 tons gross, Captain E. W. Haswell), will be despatched for the above port on FRIDAY, the 24th inst., at 4 p.m.  
 This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
 Return tickets issued by this Company are available for return by steamers of the other Lines.  
 For Freight or Passage, apply to A. S. MIHARA, Manager.  
 Hongkong, 15th August, 1900. [2218]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.  
 FOR NEW YORK via SUEZ CANAL.  
 THE Steamship

"INDRAVELLI,"  
 Captain W. E. Craven, will be despatched as above on or about the 24th August.  
 For Freight, apply to JARDINE, MATHESON & CO., Agents.  
 Hongkong, 20th July, 1900. [2026]

FOR NEW YORK via SUEZ CANAL.  
 THE Steamship

"RICHMOND CASTLE,"  
 will be despatched for the above port on or about the 25th August, and will be followed by the Steamship

"AFRIDI,"  
 on or about the 3rd September, and the Steamship

"MARIA DE LARRINAGA,"  
 For Freight, apply to DODWELL & CO., LD., Agents.  
 Hongkong, 15th August, 1900. [2054]

THE OSAKA SHOSHEN KAISHA, LIMITED.  
 FOR SWATOW, AMOY, AND TAIWANFOO.  
 THE Company's Steamship

"TAMU MARU,"  
 Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 26th inst., at DAYLIGHT.  
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
 Hongkong, 20th August, 1900. [13]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.  
 (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)  
 THE Steamship

"AIRLIE,"  
 Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 p.m.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
 For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 17th August, 1900. [2235]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND BANGA	—	4 p.m., 22nd August	Freight.
LONDON	G. W. Babet	—	—
SHANGHAI and MALACCA	—	About 24th August	Freight or Passage.
JAPAN	E. G. Andrews	—	—
SHANGHAI	Clyde	About 31st August	Freight or Passage.
LONDON &c	CHUSAN	Noon, 1st Sept.	See Special Advertisement.
YOKOHAMA via NAHOMI	C. T. Denny, R.N.R.	About 1st Sept.	(Passing through the Inland Sea.) Freight or Passage.
GASAKI & KOBÉ	C. H. S. Toque, R.N.R.	Sept.	—
LONDON	JAVA	About 6th September	Freight or Passage.

Hongkong, 18th August, 1900.

For Further Particulars, apply to  
 A. M. MARSHALL, Acting Superintendent.

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	KOBÉ and YOKOHAMA	WEDNESDAY, 22nd Aug., at 4 p.m.
T. K. Davies	—	—
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 24th Aug., at DAYLIGHT.
J. MacKenzie	—	—
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 24th Aug., at 4 p.m.
E. Wilson Haswell	—	—
FUTAMI MARU	NAGASAKI, KOBÉ and YOKOHAMA	SATURDAY, 25th Aug., at NOON.
J. Thon	—	—
RIJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBÉ and YOKOHAMA	SATURDAY, 25th Aug., at NOON.
J. W. Ekstrand	—	—

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c, apply at the Company's Local Branch Office at Prince's Building, First Floor, Cluster Road.

A. S. MIHARA, Manager.  
 Hongkong, 20th August, 1900. [12]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—3,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
 (SUBJECT TO ALTERATION).

"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900.  
 "EMPEROR OF JAPAN," Comdr. G. E. A. Lee, R.N.R. WEDNESDAY, 26th Sept., 1900.  
 "EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
 Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
 For further information, Maps, Guide Books, Rates of Passage, &c, apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 9th August, 1900. [9]

## VESSELS ON THE BERTH

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

## NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SIBERIA	HAYRE & HAMBURG	About 21st Sept. Freight and Passage.
Capt. Braun	(London with transshipment in Hamburg)	Sept.
SAXONIA	HAYRE and HAMBURG	About 30th Sept. Freight.
Capt. Jäger	(London with transshipment in Hamburg)	Sept.
SERBIA	HAYRE & HAMBURG	About 12th Oct. Freight.
Capt. Sachs	(London with transshipment in Hamburg)	Oct.
* KONIGSBERG	HAYRE & HAMBURG	About 20th Oct. Freight and Passage.
Capt. Schuler	(London with transshipment in Hamburg)	Oct.
BAMBERG	HAYRE & HAMBURG	About 31st Oct. Freight.
Capt. Jacobs	(London with transshipment in Hamburg)	Oct.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 21st August, 1900. [13]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
WEIMAR	THURSDAY	23rd August.
PREINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PREINZ HEINRICH	WEDNESDAY	26th December.

ON THURSDAY, the 23rd day of August, 1900, at Noon, the Steamship "WEIMAR," Captain E. Frohn, of the NORDDEUTSCHER LLOYD, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till NOON on TUESDAY, the 21st August. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 22nd August, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 22nd August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 10th August, 1900.

AGENTS. [18]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	3,837	S. Truebridge	Sept. 8	BRAEMAR	3,601	W. Watt	Aug. 28
DUKE OF FIFE	3,821	J. S. Cox	Sept. 11	ARGYLE	2,907	W. S. Thomson	Sept. 20
GLENGOLE	3,750	W. Frakes	Sept. 15	MONSIEUR	2,872	J. Kennedy	Oct. 20
QUEEN ADELAIDE	2,832	F. McNair	Sept. 29				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £47.  
 Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £41.  
 The Railroad travelling is second to none on the American Continent: two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4



## VESSELS ON THE BERTH.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Aug. 25, at NOON.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at NOON.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 6th August, 1900. [3]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

## THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

"BELGIAN KING" 3,379 Tons, About 15th Sept.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, MOJOI, KOBÉ, YOKOHAMA AND HONOLULU, about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan. Hongkong, 15th August, 1900. [14]

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ.

THE Steamship "GLENESK" will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship "ANAPA" about 15th October.

For Freight, apply to SHEWAN, TOMES & CO. Agents, Hongkong, 20th August, 1900. [223]

## VESSELS ON THE BERTH.

## COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAYRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th August, 1900, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Darrande, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 26th instant. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office. G. DE CHAMPEAUX, Agent, Hongkong, 14th August, 1900. [2]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR CEBU AND ILOILO.

## THE Company's Steamship

"KAIFONG," Captain Pennefather, will be despatched on WEDNESDAY, the 29th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 18th August, 1900. [223]

## TOYO KISEN KAISHA.

## TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU, on TUESDAY, the 11th September, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 17th August, 1900. [5]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports of SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO. LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

## MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at NOON.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at NOON.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 7th August, 1900. [4]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

"CHUSAN," Captain C. T. Denry, R.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 1st September, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent, Hongkong, 20th August, 1900. [1]

## OCEAN STEAMSHIP COMPANY.

## FOR LIVERPOOL DIRECT.

## TAKING CARGO AT LONDON RATES.

## THE Company's Steamship

"IXION," Captain Robinson, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 10th August, 1900. [218]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

J. P. HITCHCOCK, Amr. ship, Gates.—Stimson & Co.  
PETER RICKMERS, German ship, Scholer.—Arnold, Karberg & Co.

## HONGKONG STEAMERS.

Amara, British str., 1,566, Matlock, Aug. 12, Jardine, Matheson & Co.  
Anapa, British str., 2,251, Williamson, Aug. 14, Dodwell & Co., Limited.

Amping Maru, Jap. str., 1,075, Sato, Aug. 20, Mitsui Bussan Kaisha.  
Apenrade, German str., 611, Lorenzen, Aug. 19, Order.

Arratoon Apear, British str., 2,879, Stewart, Aug. 20, David Sassoon Sons & Co.  
Bancor, British steamer, 3,998, Babot, Aug. 18, Order.

Benglois, British str., 1,348, Thomson, Aug. 14, Gibb, Livingston & Co.  
Benledi, British str., 1,498, Farquhar, Aug. 13, Gibb, Livingston & Co.

City of Rio de Janeiro, Amr. str., 2,275, Ward, Aug. 18, P. M. S. S. Co.  
Crown of Arragon, Brit. str., 1,474, Dorward, Aug. 12, Gibb & Co.

Decima, German str., 794, Christiansen, Aug. 19, Sander, Wiler & Co.

## Empress of India, British str., 3,033, Marshall, Aug. 21, C. P. R. Co.

Fushun, British str., 1,505, Lunt, Aug. 13, Order.

Hailong, British str., 783, Bathurst, Aug. 13, Admiralty.

Hating, French steamer, 750, Bast, Aug. 20, A. R. Marty.

Hermas, Norwegian str., 849, Jonsson, Aug. 16, Jardine, Matheson & Co.

Heinrich, British str., 1,135, Klopfer, Aug. 21, Chinese.

Hue, French steamer, 704, Godinas, Aug. 18, A. R. Marty.

Kasuga Maru, Jap. str., 2,268, Haswell, Aug. 21, Nippon Yusen Kaisha.

Kingsing, British str., 1,223, Young, Aug. 14, Jardine, Matheson & Co.

Kiukiang, British str., 1,249, Arnold, Aug. 14, Butterfield & Swire.

Maehoon, British str., 4,276, Hannah, Aug. 18, Butterfield & Swire.

Michael Jensen, Ger. str., 710, Jensen, Aug. 17, Jensen & Co.

Mongkut, German str., 815, Kumpel, Aug. 9, Butterfield & Swire.

Nanchang, British str., 1,930, Finlayson, Aug. 19, Butterfield & Swire.

Onsang, British steamer, 1,787, Young, Aug. 9, Jardine, Matheson & Co.

Paidio, British str., 1,248, Williams, Aug. 20, Butterfield & Swire.

Quarta, German str., 1,146, Johansson, Aug. 11, Sander, Wiler & Co.

Riojima Maru, Jap. str., 3,615, Eekstrand, Aug. 15, Nippon Yusen Kaisha.

Saxonia, German str., 3,326, Jager, Aug. 20, Siemens & Co.

Taiyuan, British str., 2,060, Nelson, Aug. 14, Butterfield & Swire.

Teenzai, British str., 3,016, Davies, Aug. 21, Jardine, Matheson & Co.

Thales, British str., 820, Passanoro, Aug. 20, Douglas, Lauprik & Co.

Tiger, Norwegian str., 2,116, Wold, Aug. 18, Mitsui Bussan Kaisha.

Tsina, British str., 1,458, Anderson, Aug. 3, Butterfield & Swire.

Wongkoi, German str., 1,113, Pigot, Aug. 13, Butterfield & Swire.

Zweema, British str., 941, Nesbitt, Aug. 13, Chinese.

SAILING VESSELS.  
Carmanian, British ship, 1,772, Bann, July 9, Standard Oil Co.

Esmeralda, British str., 130, Harrison, April 14, Jardine, Matheson & Co.

J. P. Hitchcock, American ship, 2,100, Gates, July 2, Siemens & Co.

Manuel Liegman, Amr. ship, 1,650, Small, Aug. 6, Standard Oil Co.

Norwood, British ship, 1,598, Rey, July 31, Order.

Peter Rickmers, Ger. 4m. ship, 2,751, Scholer, Aug. 11, Standard Oil Co.

Sachem, Amr. bark, 1,267, Nickles, July 13, Standard Oil Co.

Sarance, Amr. bark, 858, Bartaly, Aug. 15, Standard Oil Co.

Sierra Estrella, British ship, 1,397, Farmer, July 8, Dodwell & Co., Limited.

Staufeld, British bark, 662, Wilson, June 22, Order.

Tam O Shunter, Amr. ship, 1,432, Ballard, May 10, Standard Oil Co.

Westgate, British ship, 1,830, Neville, Aug. 9, Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Craddock, at Shanghai.

Algerine, sloop, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at Taku.

Argonaut, British battleship, 11,000, Capt. G. H. Clerry, R.N., at Hongkong.

Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Newchwang.

Battleur, battle-ship, 14 guns, 9,000 h.p., Capt. G. I. S. Warrender, at Taku.

Bonaventure, cruiser, 10 guns, 7,000 h.p., Capt. J. C. Sawle, at Shanghai.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. E. S. Wray, Bart., at Singapore.

Centurion, battle-ship, 14 guns, 9,000 h.p., Capt. J. B. Jellicoe, at Shanghai.

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. Winnington-Ingram, at Shanghai.

Dido, cruiser, 2nd class, Capt. P. P. Tillard, at Weihaiwei.

Endymion, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.

Esk, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Shanghai.

Fama, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, Peiho River.

Firebrand, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong.

Goliath, battle-ship, 16 guns, 12,950 tons, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.

Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Shanghai.

Hermione, cruiser, 10 guns, 7,000 h.p., Capt. R. S. D. Cunningham, Nanking.

Humber, storeship, Comdr. H. J. Davison, at Hongkong.

Isis, cruiser, 2nd class, Capt. G. M. Henderson, at Hongkong.

Janus, torpedo-boat destroyer, Lieut. and Comdr. E. G. Corbett, left England.

Linnet, gun-vessel, 2 guns, 870 h.p., Comdr. Wm. W. Smythe, at Kiukiang.

Lizard, gunboat, Lieut. John C. Watson, at Shanghai.

Marathon, cruiser, Capt. John G. M. Field, at Shanghai.

Mohawk, cruiser, Capt. F. W. Freeman, at Swatow.

Orlando, cruiser, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku.

Other, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong.

Peacock, gun-boat, 6 guns, 720 h.p., Lieut. Commander C. P. R. Coode, at Weihaiwei.

Phoenix, sloop, 6 guns, 1,100 h.p., Comdr. B. G. Fraser, at Taku.

Pigmy, gun-boat, 6 guns, 720 h.p., Lieut. Com. J. F. E. Green, at Wessing.

Pique, cruiser, 8 guns, 3,000 tons, 7,



## POST OFFICE NOTICES.

The *Princess*, with the German Mail of the 23rd July, left Singapore on Thursday, the 16th instant, at 11 a.m., and may be expected here to-day.

The *Coptic*, with the American mail, dated 26th ult., left Yokohama on Tuesday, the 14th inst., at daylight, and may be expected here to-day.

The *America*, with the American Mail of the 3rd inst., will leave Yokohama on Thursday, the 23rd inst., at daylight, and may be expected here on or about Friday, the 31st inst.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Shanghai	Fuzhou	Wednesday, 22nd, 11.00 A.M.
Singapore	Batavia	Wednesday, 22nd, 3.00 P.M.
Swatow, Amoy and Ningpo	Anping Maru	Wednesday, 22nd, 5.00 P.M.
Bangkok	Hongkong	Thursday, 23rd, 9.00 A.M.
Quangchow, Hailow, Pakhoi, and Haiphong	Hue	Thursday, 23rd, 9.00 A.M.
Europe, &c., India via Taticoria	Weimar	Thursday, 23rd, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Singapore, Penang, and Colombo	Kanagawa Maru	Thursday, 23rd, 5.00 P.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Tokyo	Friday, 24th, 11.00 A.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Kanagawa Maru	Friday, 24th, 3.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria (B. C.) and Seattle, U.S.A.	Riojun Maru	Saturday, 25th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	C. of R. de Janeiro	Saturday, 25th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents.)		
Europe, &c., India via Taticoria	Ernest Simons	Monday, 27th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Moji, Kobe, Yokohama, and Portland, Or.	Braemar	Tuesday, 28th, 11.00 A.M.
Manila	Diamante	Tuesday, 28th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER	Empress of India	Wednesday, 29th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
Europe, &c., India via Taticoria	Chusan	Saturday, 1st Sept., 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents.)		

## TO-MORROW.

Sale, Property, Yamuti, Messrs. Hughes and Hough, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

Tuesday, 21st August.

ON LONDON.	2/0
Telegraphic Transfer	2/0
Bank Bills, on demand	2/0
Bank Bills, at 30 days sight	2/0
Bank Bills, at 4 months sight	2/0
Credit, at 4 months sight	2/0
Documentary Bills, 4 months sight	2/0
ON PARIS.	2/5
Bank Bills, on demand	2/5
Credit, at 4 months sight	2/5
ON GERMANY.	2/0
Bank Bills, on demand	2/0
Credit, at 4 months sight	2/0
ON NEW YORK.	49
Bank Bills, on demand	49
Credit, at 4 months sight	49
ON BOMBAY.	151
Telegraphic Transfer	151
Bank, on demand	151
ON CALCUTTA.	151
Telegraphic Transfer	151
Bank, on demand	151
ON SHANGHAI.	71
Bank, at sight	71
Private, 30 days sight	71
ON YOKOHAMA.	1 p.c.p.m.
On demand	1 p.c.p.m.
ON MANILA.	21 p.c.p.m.
On demand	21 p.c.p.m.
ON SINGAPORE.	1 p.c.p.m.
On demand	1 p.c.p.m.
ON BATAVIA.	121
On demand	121
ON HAIKONG.	3 p.c.p.m.
On demand	3 p.c.p.m.
ON SAIGON.	3 p.c.p.m.
On demand	3 p.c.p.m.
ON BANGKOK.	60
On demand	60
SOVEREIGNS, Bank's Buying Rate	9.83
GOLD LAMP, 100 fine, per tael	31.75
BAR SILVER, per oz	29

## OPIUM.

Quotations are—	Allow'ce not to 1 catty.
Malwa New	\$880 to \$890 per picul.
Malwa Old	\$890 to \$900
Malwa Older	\$890 to \$900
P. P. per wrapped	\$870 to —
Persian fine quality	\$910 to —
Persian extra fine	\$950 to —
Panna New	\$937 to — per chest.
Panna Old	\$1,020 to —
Banars New	\$885 to —
Banars Old	\$ — to —

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
The O. & O. steamer *Coptic*, with mails, &c., from San Francisco to the 26th ult., via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai on Tuesday morning, the 14th inst.

The T. K. K. steamer *America* Maru, with mails, &c., from San Francisco to the 3rd inst., via Honolulu, has arrived at Yokohama, and will leave for this port on Thursday, 23rd inst., at daylight.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 11th inst.

The N. P. steamer *Braemar* has arrived at Yokohama, and sailed for this port on the 13th inst.

The N. P. steamer *Glengyle* sailed from Tacoma for Japan and Hongkong on the 9th inst.

The N. Y. K. steamer *Kanagawa Maru* (European Line), left Shimodake on Saturday, the 18th inst., and is expected to arrive in Hongkong on Wednesday, the 22nd inst.

The P. & O. steamer *Madras* left Singapore for this port on the 17th inst., at 5 p.m.

The Indo-China steamer *Chelydra*, from Calcutta and Siam, left Singapore for this port on Friday, the 17th inst.

The O. S. S. steamer *Alcinous* left Singapore on the 10th inst., and is due in Hongkong on 24th inst.

**PASSED THE CANAL.**  
OUTWARD.—3rd July.—*Raffaele*, *Meux*, *Larriaga*, 10th July.—*Carnarvonshire*, 13th July.—*Berenghous*, *Odesa*, *Kawachi Maru*, *Rokely*, 24th July.—*Asura*, *Mogul*, *Radnorshire*, *Yaroslavl*, 27th July.—*Bingo Maru*, *Malacca*, *Lady Joicey*, *Eze*, 31st July.—*Morven*, 3rd August.—*Kara*, *Salazie*, *Marquis*, *Pacquehem*, *Tanaka Maru*, *Olimpo*, 7th August.—*Giella*, *Reclina*, *Canton*, *river*, *Flores*, *Hosidcho*, 10th August.—*Benoitrich*, *Glengyle*, *Serbia*, *Sanku Maru*, *Dreaden*, *Halle*, 14th August.—*Conidia*, *Mazgon*, *Hamburg*, *Anchen*, *Charles Roger*, *Mooska*, *Neutang*, *Rhein*, *Sardania*, *Strasburg*, 17th August.—*Senadler*, *Adria*, *Palouzo*, *Ticatin*, *H. H. Meier*, *Phoenix*, *Polyston*, 20th August.—*Dioned*, 24th July.

**HOMEWARD.**—30th July.—*Dioned*, 24th July.—*Socotra*, 10th August.—*Idalus*, *Ulysses*, 14th August.—*Kamukura Maru*, *Elrickdale*, *Monelaus*, *Sydney*.

**PASSENGERS.**  
ARRIVED.  
Per *Empress of India*, for Hongkong, from Vancouver, Messrs. G. C. Vanderkelt, C. Evans and Capt. des Vaux; from Yokohama, Mr. and Mrs. G. A. Caldwell, 2 children and maid, Mr. and Mrs. Longuet; from Shanghai, Mr. and Mrs. A. C. Davis and infant, Mr. A. Heiman, Mrs. Dallas and Mrs. Lay.

**CARMICHAEL & BARLOW,**  
CONSULTING ENGINEERS, SURVEYORS AND CONTRACTORS,  
QUEEN'S BUILDINGS.

**DESIGNS AND Specifications** prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTIC," Hongkong. Telephone, 232.

H. F. CARMICHAEL,  
H. J. BARLOW.  
Hongkong, 1st June, 1899. 1637

## SHOOTING SEASON, 1900.

**JEFFERY & Co.'s 12 BORE GUNS** in Case, with Implements Complete, from \$100.

## SCHULTZE SPORTING CARTRIDGES.

**ELEY'S CARTRIDGE CASES, WADS, &c.**

**CARTRIDGE BAGS AND BELTS.**

**WATER FLASKS and every kind of SPORTING REQUISITE.**

WM. SCHMIDT & CO.

Hongkong, 21st August, 1900. 1213

## FOR SALE.

**FIFTY YEARS OF PROGRESS.**

**THE JUBILEE OF HONGKONG**

AS A

**BRITISH CROWN COLONY.**

HISTORICAL SKETCH

TO WHICH IS ADDED AN ACCOUNT OF THE CELEBRATIONS

OF

**THE DESCRIPTION OF THE INDUSTRIES OF THE COLONY.**

Royal 8vo, 48 pages.

Price 51. Cash.

The Booksellers or *Daily Press* Office.

Hongkong, 27th January, 1891. 57

## BEKANNTMACHUNG.

**DIE EINTRAGUNGEN** in das Handelsregister sowie anderweitig Bekanntmachungen des Kaiserlichen Konsulats werden im Jahre 1900 durch die Zeitungen "DEZ OBERHAUSCHER LLOYD" in Shanghai und "THE HONGKONG DAILY PRESS" in Hongkong veröffentlicht werden.

Canton den 27. December, 1899.

DER VERWERTER DES KAISERLICHEN KONSULATS.

**ZIMMERMANN.**

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## JOINT STOCK SHARES.

HONGKONG, 18th August.

STOCKS.	No. of SHARES.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>			
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125
Bank of China & Japan, Ltd.	100,875	28	28
Do. Deferred	1,250	21	21
National Bank of China, Ltd.	10,970 A	210	210
Do. Founders' Shares	20,935 B	210	210
750 fdrs.	21	21	21
<b>MARINE INSURANCES.</b>			
Union Ins. Society, Ltd.	10,000	\$250	\$250
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33
North China Ins. Co., Ltd.	5,000	225	225
Yangtze Ins. Assocn., Ltd.	8,000	\$100	\$100
Canton Ins. Office, Ltd.	10,000	\$250	\$250
Straits Insurance Co., Ltd.	30,000	\$100	\$100
<b>FIRE INSURANCES.</b>			
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250
China Fire Ins. Co., Ltd.	20,000	\$100	\$100
<b>SHIPPING.</b>			
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$15	\$15
Indo-China S. S. Co., Ltd.	60,000	210	210
China & Manila S. S. Co., Ltd.	5,000	\$50	\$50
14,000 fdrs.	\$50	\$50	\$50
Douglas Steamship Co., Ltd.	20,000	\$50	\$50
China Mutual S. S. Co., Ltd.	20,000	210	210
Limited, Preference	20,000	210	210
Do. Ordinary	20,000	210	210
Do. do.	20,000	210	210
Star Ferry Co., Limited	10,000	\$10	\$10
Shell Transport & Trading Co., Limited	18,000	2100	2100
<b>REFINERIES.</b>			
China Sugar Refining Company, Limited	20,000	\$100	\$100
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100
<b>Mining.</b>			
Punjab Mining Co., Ltd.	50,000	\$8	\$8
Do. Preference	30,000	\$1	\$1
Societe Fran. des Charbonnages du Tonkin	10,000	Pa250	Pa250
Queens Mines, Limited	400,000	25 cts.	25 cts.
Jelebu Mining and Trading Company, Ltd.	45,000	\$5	\$5
Ramb Australian Gold Mining Co., Limited	200,000	21	10/10
Oliver Brothers Mines, Limited	15,000	\$5	\$5
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4
Do. Preference	70,000	\$1	\$1
<b>DOCKS, WHARVES, &amp;c.</b>			
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125
Hongkong and Kowloon Wharf and G. Co., Ltd.	20,000	\$50	\$50
Wanchai Warehouse and Storage Co., Ltd.	2,600	\$100	\$100
New Amoy Dock Co., Ltd.	8,000	\$61	\$61
<b>LANDS, ESTATE &amp; BUILDING.</b>			
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100
Kowloon Land & B. Agency, Ltd.	0,000	\$50	\$50
West Point Building Company, Limited	12,500	\$50	\$50
Hongkong Hotel Company, Limited	12,000	\$50	\$50
Humphreys Est. & Fin. Co.	50,000	\$10	\$10
<b>COTTON MILLS.</b>			
Ewo Cotton, Spinning & Weaving Co., Ltd.	17,500	Ts100	Ts100
International Cot. Mfg. Co., Ltd.	10,000	Ts100	Ts100
Loon-kung-mow Cotton Spin. & Weav. Co., Ltd.	8,000	Ts100	Ts100
Soy Chee Cotton Spinning Company, Ltd.	2,000	Ts100	Ts100
Yahlong Cot. Spin. Co., Ltd.	7,500	Ts100	Ts100
Hongkong Cotton Spin. & Weav. Co., Ltd.	12,000	\$100	\$100
<b>MISCELLANEOUS.</b>			
Green Island Cement Co., Ltd.	50,000	\$10	\$10
China Borneo Co., Ltd.	7,000	\$20	\$20
A. S. Watson & Co., Ltd.	60,000	\$10	\$10
Hongkong Electric Co., Ltd.	30,000	\$10	\$10
Hongkong and China Gas Company, Limited	7,000	210	210
Hongkong Telephone Co., Ltd.	10,000	\$50	\$50
Hongkong Ice Co., Ltd.	6,000	\$25	\$25
Hongkong High-Level Tramways Co., Ltd.	5,000	\$25	\$25
Dairy Farm Co., Ltd.	10,000	\$71	\$71
Carmichael & Co., Ltd.	2,000	\$25	\$25
H. & China Bakery Co., Ltd.	1,200	\$10	\$10
Bell's Asbestos & Ag. Co., Ltd.	10,000	21	21
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$10
100 fdrs.	\$10	\$10	\$10
Tobacco Planting Co., Ltd.	10,000	\$5	\$5
China Provident Loan & Mortgage Co., Ltd.	60,000	\$20	\$20
Watkins, Limited	50,000	\$10	\$10
Universal Trading Co.	50,000	\$20	\$20

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 20th AUGUST.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
Victoria	2 p.	29.85	81	78	W 4	—
Kobe	2 p.	29.85	81	78	W 4	—
Nagasaki	2 p.	29.85	81	78	W 4	—
Kagoshima	2 p.	29.85	81	78	W 4	—
Tsukuba	2 p.	29.85	81	78	W 4	—
Taipei	2 p.	29.85	81	78	W 4	—
Yokohama	2 p.	29.85	81	78	W 4	—
Kanagawa	2 p.	29.85	81	78	W 4	—
Shanghai	2 p.	29.85	81	78	W 4	—
Amoy	2 p.	29.85	81	78	W 4	—
Swatow	2 p.	29.85	81	78	W 4	—
Canton	2 p.	29.85	81	78	W 4	—
Hongkong	2 p.	29.85	81	78	W 4	—
Victoria Peak	2 p.	29.85	81	78	W 4	—
Macao	2 p.	29.85	81	78	W 4	—
Manila	2 p.	29.85	81	78	W 4	—
Haiphong	2 p.	29.85	81	78	W 4	—
Batavia	2 p.	29.85	81	78	W 4	—
Calcutta	2 p.	29.85	81	78	W 4	—
Cebu	2 p.	29.85	81	78	W 4	—
C. S. James	2 p.	29.85	81	78	W 4	—

On the 21st at 11.45 a.m. The barometer is rising very slowly in the neighbourhood of Hongkong. The centre of the depression is probably situated to the S.W. of Hongkong, and will probably reach the coast between Macao and Hainan. Forecast: -S to SE gale, slowly decreasing; rain squalls.

## HONGKONG REGISTER.

Barometer.	Thermometer.	Humidity.	Wind.	Weather.
29.85	81	78	W 4	—

Highest open air temperature on the 20th 81° F.

Lowest open air temperature on the 20th 78° F.

Hongkong Observatory, 21st August.

Messrs. FALCONER & Co.'s REGISTER, 20th August.

Barometer 9 A.M. 29.85 Therm. 9 A.M. (Wet bulb) 80

Barometer 1 P.M. 29.85 Therm. 1 P.M. (Wet bulb) 80

Barometer 4 P.M. 29.85 Therm. 4 P.M. (Wet bulb) 79

Thermom. 9 A.M. 85° Therm. Maximum over 85

Thermom. 4 P.M. 85° Therm. Minimum over 84

Thermom. 9 P.M. 85° Therm. Minimum over 84

Thermom. 12 M. 85° Therm. Minimum over 84

Thermom. 1 P.M. 85° Therm. Minimum over 84

Thermom. 4 P.M. 85° Therm. Minimum over 84

Thermom. 7 P.M. 85° Therm. Minimum over 84

Thermom. 10 P.M. 85° Therm. Minimum over 84

Thermom. 1 P.M. 85° Therm. Minimum over 84

Thermom. 4 P.M. 85° Therm. Minimum over 84

Thermom. 7 P.M. 85° Therm. Minimum over 84

Thermom. 10 P.M. 85° Therm. Minimum over 84